

AMENDMENTS TO THE SPECIFICATION:

Please replace the original abstract with the new abstract appended to this Amendment.

Page 7, first paragraph, please replace to read as follows:

Fig. 5 is an enlarged view of an essentiala
principal part of a wet-type multiple disc clutch according to a second embodiment of the present invention;

Page 7, second paragraph, please replace to read as follows:

Fig. 6 is an enlarged view of an essentiala
principal part of a conventional wet-type multiple disc clutch; and

Page 7, third paragraph, please replace to read as follows:

Fig. 7 is an enlarged view of an essentiala
principal part for showing an operation of the conventional wet-type multiple disc clutch.

Page 7, fifth paragraph, please replace to read as follows:

Fig. 1 is a longitudinally cross-sectional view of an essential~~a~~ principal part of a wet-type multiple disc clutch according to the first embodiment of the present invention, and Fig. 2 is a view showing the portion A in Fig. 1 in an enlarged manner. As shown in these drawings, the wet-type multiple disc clutch 1 is provided with a clutch case 5 which is connected to an input shaft 3; a hub 7 which is connected to an unrepresented transmission shaft, and an oil pressure piston 11 which is slidably fitted in a cylinder chamber 9 formed on the front end side of the clutch case 5 (in the left in Fig. 1). The clutch case 5 takes the form of a substantially double cylinder which integrally comprises an inner tube 13 and an outer tube 15. A gap between the cylinder chamber 9 and the oil pressure piston 11 is sealed with O rings 17 and 19.

Page 11, first paragraph, please replace to read as follows:

Incidentally, in the state that the wet-type multiple disc clutch 1 is released, the pressure of the lubricating oil acts on the canceler 41 inside the take-off clutch case, whereby the canceler 41 is urged to the left in Figs. 1 and 2. However, in the present embodiment, since an axial movement of the canceler 41 is

restricted by the step portion 61 of the inner tube 13, even if the canceler 41 is moved to the left in the drawing against the spring force of the return spring 45, the ~~deteetiondetention~~ portion 63 of the canceler 41 hardly deviates from the outer periphery of the stop ring 49. As a result, even if a vibration of the engine, a running vibration or the like occurs, the stop ring 49 is difficult to fall out which may be caused by the size expansion thereof, and inconveniences of the conventional apparatus caused by a fall of the canceler 41, the return spring 45, or the like, inside the clutch case 5.

Page 12, first paragraph, please replace to read as follows:

Fig. 5 is an enlarged view of ~~an essentiala~~ principal part of a wet-type multiple disc clutch according to a second embodiment of the present invention. The entire structure of this embodiment is substantially the same as that of the first embodiment, except the stop ring fall-out preventing means. That is, in the second embodiment, while a step portion 61 for restricting a movement of the canceler 41 toward the side of the cylinder chamber 9 is formed on the inner tube 13, a detention ring 71 is fitted on the stop ring 49. The inner tube 13 is supported by a thrust bearing 73 at the

right end thereof in Fig. 5, and an axial movement of the detention ring 71 is restricted by this thrust bearing 73.